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INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY

Hungary

SUBJECT

Szekesfehervar - T6e Air Field

This material contains information

National Defense of the United States

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SUPPLEMENT TO REPORT #

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the Szekesfehervar - T6e Air Field has facilities for major repair work on planes and engines. Planes from other fields in Hungary came to T6e for repair work when facilities at their own home base were over-taxed.

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2. There are actually two air fields at this station but the combination is generally called T6e. This double field is approximately three kilometers in length and one kilometer in width. The lower half of the area is officially called T6e field and is for military planes only. The upper half of the area is officially named Szekesfehervar-S6st6. This field is used primarily for training planes and the few commercial planes that were permitted to land. These airfields are about three kilometers S.W. from the town of Szekesfehervar. All runways are gravel. Prevailing winds are from the north. There is an uneven section on the S6st6 area in front of the hangars and drainage here is not too good. Pools of water form after rain and stay for two days or more.
3. This airfield command employs 500 civilians. There are 150 Hungarian Army personnel which includes guards as well as pilots. No Soviets lived on the post as their barracks were located in the town of Szekesfehervar. All civilian workers are carefully watched and none are ever allowed in the Hungarian Army barracks of Soviet storage zones.
4. There are 70 Panther planes on the fields, plus two obsolete TU-2's. The maintenance shops are fairly well equipped although proper spare parts often have to be made special, which delays service work on the planes. Most of the planes are used for training purposes, as they are old models and slow.
5. The Soviets store unknown supplies in small buildings on the east side of the field, but it is known that they have quantities of small arms and ammunition cached in the several small buildings on the N.E. side of the S6st6 field. This area is highly restricted. When the revolution took place, the Soviet command took truck loads of supplies from their area. [redacted] the supplies were to be taken to Budapest. When the revolution ended, an entirely new group of Soviets took charge of the airfields.

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6. Fuel storage on the fields was located in three places. The two main areas were underground tanks, one of which was actually on the southwest side of T4c field. This installation consisted of 10 tanks, each about 12 meters in width. Each tank had its own electric pumping unit mounted on top of the tank. There were six discharge lines from the tank case to the field tanks. The other underground tank area was about one kilometer south and had eight similar tanks. All tanks were covered with sand as a camouflage and fire protection. Both fuel tank areas are situated on a railroad siding and all fuel is delivered to the field by tank cars and pumped to the underground tanks. Both areas are flood lighted.
7. The aviation gasoline came from Rumania and the tank cars were labeled as being Hungarian, East German and Czechoslovakia. There were three grades of fuel used at the fields. Ninety-six octane was stored in the south area tanks, and 92 and 83 octane was stored in the tanks located on the flying field near the barracks.
8. A third storage area is located in a small building north of the S6st6 field. About one hundred drums of fuel are kept here for maintenance work in the shops and quick refueling of planes. Hand pumps were used in such cases. 25X1
9. [] delivered fuel in a 3200 litre capacity tank truck from the underground tank areas to the hangar strips and pumped the fuel direct to planes. [] truck was sealed after filling and this seal was broken by an inspector at the time of fueling a plane. This same inspector also sealed [] truck before [] allowed to go to another plane or return to the underground tank area for additional supplies. The discharge hose on [] truck was three inches in diameter with a standard type of nozzle. It took [] 12 minutes to refuel a TU-2 plane. There are two tank trucks used for refueling the planes. 25X1
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10. After a repaired plane has made its test flight, samples of the fuel and oil used are taken to the laboratory for testing. This is done for checking the possibilities of sabotage. Special fuels are sometimes used on these test flights [] 25X1

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